

TONOPAH DAILY BONANZA

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GOVERNOR COX AND THE SCRIPPS BOYS

The outrage against the national subscription law in connection with the Scripps boys, Jim and Bob, is still fresh in the public mind. These young men, the idle sons of a Cleveland multi-millionaire who owned strings of newspapers in Ohio, were both of draft age and both husky specimens of young manhood. They were vacationing in California when the war broke out, devoting themselves to golf polo and kindred amusements, and their only connection with their father's papers before that time was to spend a part of the earnings of them; now were they ever suggested with any other business. However, when the draft law became operative they suddenly became very much concerned with the newspaper business and nominal herds were speedily created for them. The local and district draft boards, however, failed to "fall" for this dodge and both young men were inducted into the service. Then, when the idea that their work was absolutely essential to the welfare of the Scripps newspapers, which knew that they existed only by reason of what the boys withdrew from the treasuries of the papers, was daily being shown to both the local and the district boards. It appeared that these two young men would have to go to war the same as the other young men of the nation were doing, but the public pecked without Governor Cox and President Wilson. Governor Cox personally interested himself in the case and took the precaution not to write to the draft board directly nor to President Wilson, but in did write to a certain person whom he was certain would immediately hurry to Washington and put his letter before the draft board there and before the president. That was exactly what happened, and these two Scripps boys stand out as having been excused from military duty by the order of President Wilson. The local draft board and the district draft board were overruled by the president and the Scripps boys went back to their hastily created jobs on their father's papers. As a consequence of this favor the Scripps papers are today among the strongest of Governor Cox's supporters, but the ex-soldier feels deeply on this matter of evasion of service and income who countenanced it in the manner in which Governor Cox did and hope for many votes from those who fought in the war.

THE REBUILDING OF NIAGARA'S POWER PLANTS

That American engineering is resourceful and daring is evidenced in the proposal to rebuild the electric power plants at Niagara Falls on both the American and Canadian sides, thereby doubling their capacity without diminishing the beauty and grandeur of the falls. Today the plants develop 300,000 horsepower, but much more is possible under the new plan. By it the Canadian intake will be moved upstream, giving a net fall of about 205 feet. In order to protect the life of the Horseshoe Falls on the American side it is proposed to build a submerged dam in the center of the rapids. For a number of years it has been feared that the erosion at the center of these falls would soon result in their disappearance, and it is claimed that a submerged dam will prevent this and preserve the falls. The entire proposal is based on the fact that one or two feet of water uniformly falling over the edge will make as beautiful a sight as is made at present when three or four feet of water is going over the center of the falls, and the water saved in this manner can be diverted from the river for power.

No one need fear any fear that the government will allow the destruction of the falls for power or any other purpose. Both the state of New York and the province of Ontario will no doubt take whatever action is needed for the preservation of Niagara Falls long regarded as one of the wonders of the world. Many years ago the state of New York purchased the present Niagara reservation and placed it under state control, the object being to preserve the scenery of the falls for purposes of education and refinement. On the Canadian side the province of Ontario has made a like reservation. But the question is not one which merely concerns the two bordering commonwealths. The sacrificing of the falls to commercialism, if it ever comes to that point, is one against which every citizen of the United States and Canada has the right to protest for the works of nature belong to the nation as a whole rather than to the individual state where they are situated.

PAPER WILL BE LAST

Press reports tell us that prices are beginning to come down, and some small evidences of the good news can be found in a few lines of merchandise in the local markets, says the Publisher's Auxiliary. Flippers are selling for less; sugar has taken a tumble, it is said that clothing and shoes will be cheaper.

But the thing in which the publisher is most interested is paper, and those who claim to, and should, know say that will be one of the last commodities to drop. The reason they give is shortage of world supply. The usual supply carried by the mills has not been in evidence for the past two years at least. In place of a surplus from which to fill orders the mills are from three months to a year behind on orders. There are practically no stocks in the hands of the jobbers. Houses that under normal conditions would be carrying heavy stocks have practically nothing on their shelves at the present time, and for months have been using every shipment they could get to fill back orders. In the same way the stocks in the hands of the printers of the country are depleted. In the big printing establishment in place of going to the stock-room for paper when the press is ready to run, they are holding presses waiting for stock to come in.

And the wise ones say that even with a decreased demand, should that decreased demand come, it will be several months, possibly more than a year, before the mills can catch up and again give us a normal condition in the paper market. Until that time they say, we cannot hope for any appreciable decrease in the price of paper.

And in the meantime, the spot market on print paper is, if changing at all, going up instead of down.

New York May Have Immense New Subway

(By Associated Press)

NEW YORK, Oct. 8. This city will have a new double-decked subway running most of the length of Manhattan island if the plans proposed by John H. Delaney, transit construction commissioner, to provide for the increase in traffic in the next 25 years are put into effect.

It will be necessary to resort to this double-decked subway construction, in the opinion of the transit commissioner, because the congested section of Manhattan borough has only 11 north and south arteries to serve more than 100 cross streets.

His plans call for an eight-track, double-deck line on the west side of the city from the Battery to 155th street running under Eighth and Amsterdam avenues. Only four tracks would be constructed at first, but these would be so located that another four-track unit could be built under or on top of it.

Mr. Delaney also proposes the building of another north and south subway of four to six tracks under Madison avenues, on the east side and extending from the Battery to the Harlem river. Both these arteries would have connections extending to the boroughs of the Bronx, Brooklyn or Richmond.

The commissioner advocates the construction of 42 new single-track river tunnels. As the present system has 34 such tunnels, this would make a total of 76 tunnels. He says that passenger traffic on

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STOPS FUNERAL TO SEE PLANE

(By Associated Press)

VANCOUVER, B. C., Oct. 8. When the four United States army airplanes penetrated the north country on their recent trip to Alaska, they created much excitement among the natives, according to A. M. Rousseau, United States consular agent for the Yukon, who has just visited here.

The funeral of an Indian woman was in progress when one of the planes landed at White Horse, B. C. The husband of the deceased, exclaiming, "She can wait," ran to view the wonder bird, followed by most of the mourners. The funeral service was renewed several hours later.



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the surface of the main arteries, north and south or cross-town, will soon have to be discontinued because of the great increase of traffic of vehicles and pedestrians, with the result that all passenger traffic on these streets would be forced into subways or on elevated lines.

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